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"Marx, Leader and Guide," is an attempt to disseminate the knowledge of the life and character of Marx, in the hope of preventing an absolutistic interpretation of his theories. As biographer of that great historical figure, Mr. Spargo is eminently fitted to perform this service. The second, "Anti-Intellectualism in the Socialist Movement: a Historical Survey," was written in the heat of the movement in America. The writer, having expressed his opposition to this unfortunate attitude, reviews the movement, particularly as it was directed against Marx and Engels. The application in America needs no comment. The third and most important part, "The Influence of Marx on Contemporary Socialism," is a final appeal for an opportunistic interpretation of Marx's theories. It rejects the uncompromisingly materialistic interpretation of history and the "incorrect" and "out-of-date" economic theories. It is opposed to unrevised theories and dogmas. Of the two kinds of Marxism—theoretical dogma and practical expedients—socialists need to return to the latter. In short, Marx should be interpreted as an opportunist of first rank, the originator of that party which today seems to be accomplishing most in "revolutionary evolution."

While the book is valuable for students of socialistic theory and practice, yet it is addressed especially to socialists, in that, as we have seen, it deals mainly with problems arising within the party itself. It is written in Mr. Spargo's characteristically interesting, forceful, and convincing style.

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*American Railway Problems.* By CARL S. VROOMAN. Oxford University Press: Henry Frowde, 1910. 8vo, pp. vii+376. \$2.00.

In the light of European experience with private and state railways, Mr. Vrooman discusses a number of American railway problems. His book really takes the form of a scathing diatribe against American railway methods, and while the author says "the railways of the country today are being operated under a suspended sentence of nationalization," his whole argument is to show that nothing short of government operation can be a satisfactory solution of the railway problem. Mr. Vrooman explains that the object of his book is not the hastening of railway nationalization, but rather the hastening of preparatory measures, which must serve as the basis for the future transfer.

The comparison between European private and state-owned railways, in spite of the many buttresses by which the author supports his contentions, is by no means conclusive. The comparison of the financial showings of the two systems is weak, no allowance being made for taxes paid by the private roads, or for elasticity of the traffic under different rates.

As many of our western border towns found the only way of preserving order was to elect as town-marshall their most notorious and feared "bad man," on the same principle Mr. Vrooman thinks the government should nationalize its railways and place them in charge of the best railway organizers and managers in the country—the modern "bad men." The numerous quotations in some measure atone for the otherwise mediocre character of the book.

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*Scientific Management.* By LOUIS D. BRANDEIS. New York: The Engineering Magazine, 1911. 8vo, pp. x+92.

The recent railroad-rate case has brought to the attention of the railroads and the public a feature of railroad operation hitherto largely neglected. Indeed, scientific

management as a science is of late development, the product of the last decade's investigations in shop and plant management. Mr. Brandeis' proposal as here given (this being a part of his brief before the Interstate Commerce Commission) is that this new science should be applied to railroad operation, thus obviating the necessity for an increase in rates.

Scientific management is not merely competent and progressive. It is planning in advance in minute detail; it demands analytical study, preparedness, and standardization of methods and equipment. The gains are derived from an increased efficiency of labor, of plant, and equipment, and a consequent saving for interest on capital. Scientific management is applicable to every business and it is conclusively proven to be adapted to railroad operation as a whole in a way which has heretofore not obtained.

The author states his general propositions clearly and forcibly. He supports them by evidence submitted by witnesses during the case and by material secured from recent books on the new science. He further leaves the impression that an untouched mass of experience and fact supports the same conclusion.

In short, the book succeeds in proving that there are vast possibilities in scientific management of railroads, and suggests that the Interstate Commerce Commission undertake a separate investigation before sanctioning further increases of railroad rates.

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*Les manuscrits économiques de François Quesnay et du Marquis de Mirabeau aux archives nationales (M. 778 à M. 785). Inventaire, extraits et notes par GEORGES WEULERSSE.*

The recent appearance of several French works dealing with the Physiocratic school testifies to the awakening interest of France in her early economic writers. The present volume, one of a number by M. Weulersse on this subject, contains, as the title indicates, a catalogue of the manuscripts of Quesnay and Mirabeau in the French national archives (the compilation of this catalogue, requiring as it did the identification of authors and the fixing of dates, necessitated an intimate knowledge of the work of this school); extracts mainly from the pen of Mirabeau which had not previously been considered worthy of publication; scraps of correspondence which passed between the two men; and finally interspersed throughout the book, critical and explanatory notes by the author. To the student making an intensive study of the Physiocratic school the catalogue will be of service, and the extracts may be of interest; but the former rather than the latter furnish justification for the book.

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*Industrial Studies, United States.* By NELLIE B. ALLEN. New York: Ginn & Co., 1910. Pp. xii+333.

This is a brief description of the leading industries of the country. It is designed for the use of public-school children. The author begins her discussion by describing the country as a whole—the size, surface, drainage, climate, and soil. This general description is followed by a more detailed study of the industries of the country. Though largely descriptive in character, the author very carefully relates the industries in the different parts of the country to the existing physical conditions.

The material is presented in a very clear and entertaining manner. Illustrations and maps are included to aid the young reader in understanding the nature of particular industries. Both in choice of material and in method the book is well suited for use in public schools and will undoubtedly supply a growing demand.